KODIAK
LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, services, and hours of operation. For additional aeronautical information refer to the Chart User's Guide.

AIRPORTS

Other than Hard-surfaced runways
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. or Hard-surfaced runways with Instrument Approach
Solid dot within hard-surfaced runway configuration indicates approximate ATA. Open dot indicates ATA not shown.
All unmarked hard-surfaced runways, including those closed, are 1500 ft. to 8069 ft. in length.

ADDITIONAL AIRPORT INFORMATION

Private (Pvt) - Non-public use having landmark value
Military - Other than hard-surface(s), all military airports are shown in Blue. Military hard-surface(s) 1500 ft. and longer.
Abandoned - paved runway(s) 1500 ft. or greater
Heliport
Glider
Ultralight
Seaplane Base
Rotocraft only
Balloon
Gliderport
Abandoned - unpaved runway(s) 1500 ft. or greater
Unlighted
Lighted

Airport symbols oriented to use of the wind's direction around basic runway pattern and displayed for airports and seaplane bases at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation (lighted in Summer)

OBJECT/TERRAIN - Obstructions, refueling, others airports are

AIRPORT DATA

Elev. Indicates FAR 95 Minimum Descent Altitude (MDA) for Circling-Only Runway & Helicopter Procedures.
Runway length, width, CT - 118.1 ● 270.15 0.3 - Control Tower (CT) (shown outside) (CTAF) (shown inside)
Pilot-controlled lights (PCL) - 126.9 - Unicom frequency
VFR Advisory 123.8 - WX/ATIS frequency
Fuel Supplier Hours - H24 - Fuel Supplier Hours - H24 - H24 = 24 hours a day
Fuel Supplier Remarks - 100LL - 100LL = 100 octane low lead aviation gasoline
Airport Service Station
H24 - Fuel and lubricants are available 24 hours a day, 7 days a week
CT - 118.3 - Control Tower (CT) - primary frequency
ASOS/AWOS - 120.42 - Automated Surface Observing System/Automated Weather Observing System - primary frequency
ATIS 135.5 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Observing System/Automated Weather Observing System - primary frequency
UNICOM - Nonfederal advisory station
CTAF - Common Traffic Advisory Frequency (CTAF) - Frequency where full-time ATIS is available and frequency is other than primary CT frequency.
2400 - Elevation in feet
SS-SR - Limited Operation Sunset to Sunrise
L - Lighting limitations exist; refer to Supplement.
Length of lighted runway in hundreds of feet.
Weather Camera (A) - Click on camera to view weather.

Where a runway has more than one segment, the dimensions are individual. For lighted runways, only the lighted dimensions are published.

COMMUNICATION BOXES

CROSBIE 257.7 FSS 0AK
These boxes list frequencies Flight Service Station (FSS), Primary frequency is 122.2 and 255.4 (R) are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only
Many remote direct FSS low bys are restricted to Identify only. Other FSS frequencies providing pilot briefing services may be available at a site determined by altitude and terrain. Consult Supplement.

RADIO AIDS TO NAVIGATION

VOR/DME
VORTAC
VOR, VOR/DME, or VOT
NDB
NDB - OM
Non-Directional Radio Beacon (NDB)
NDB - OM
VOR/DME, VORTAC and TACAN are subject to flight check and certification on an annual basis. Unmonitored facilities are NOTAMed "unmonitored" or may be found to be out of service during flight check.

OBSTRUCTIONS

1000 ft and higher AGL
Above 200 ft & below 1000 ft AGL (Within 3 nm of airport only)
Wind Turbine Farm
Instrument approach procedure may be affected by obstacles. Consult appropriate procedure.
Elevation of the highest obstacle and highest obstacle with elevation (MSL) in the area of the chart. Obstacle reported, position and elevation unverified.
Tethered balloon (TB) may mark the location of a group of obstacles.

MISCELLANEOUS

Airspace
Intersection: With arc radius in nm, bearings & dist (FAR 93)
Marine Light
Special Use Airspace (See Supplement)
Military Operations Area (See Supplement)
Unmanned Aircraft Activity Area (See Supplement)
Rocket Launch Activity Area
Seaplane Lane (SPRY)
VFR Waypoints

TOPOGRAPHIC INFORMATION

Power transmission line
Aerial Cable
Spot Elevation
Elevation Above Sea Level
Mountain Pass
Pass symbol does not indicate a recommended route. Mountain passes may be obscured by rain or snow and have extreme mountain altitudes. Hazardous flight conditions may exist when wind may be present.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled part maximum airspace is shown. Refer to FAR Part 71.

Class A Airspace
Class C Airspace (Blocks C - on an ea.)
Class D Airspace
Class D Airspace in hundreds of feet (A blue ruling indicates a part-time status to be determined from latest.)
CLASS E
Class E Airspace with floor in hundreds of feet (A blue ruling indicates a part-time status to be determined from latest.)
Class E Airspace with floor in hundreds of feet (Surface Area)
Class E Airspace with floor in hundreds of feet (Transition Area)
2400 9E1 - Differentiates floors of Class E in same quadrant
4000 9E1 - Differentiates floors of Class E in same quadrant
Class E airspace at 1200' AGL unless otherwise designated above.
Class E airspace at 700' AGL unless otherwise designated above. Federal Airways and Alaska's Routes are indicated by center line. Class E airspace at 700' AGL also surrounds facilities which established instrument procedures.
Class E airspace at 1200' AGL unless otherwise designated above.
Class E airspace at 700' AGL unless otherwise designated above.
Prohibited, Restricted, and Warning Areas
Alert Area and Military Operations Area (MOA) (See Supplement)
Special Airport Traffic Area (See FAR 93.291)
National Defense Airspace / Temporary Flight Restrictions
Mode C Veil (See FAR 91.215(b))
National Security Area (See FDC NOTAM)
Training Routes

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention. Please use the Aeronautical Publications Error Report Form on our website at https://faa.gov/go/ato/ (refer to contacting us via toll free number of 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/feedback_data/ Mail to: Aeronautical Publications Services/ 220 East West Highway, 3SMC 3, Suite 400, Silver Spring, MD 20910-3281

For weather camera information visit https://weathercams.faa.gov

FOR PROCUREMENT: For digital products, visit https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/ For a list of approved FAA Print Providers, visit our website at: https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on the appropriate VHF radio. Pilots of U.S. civil aircraft are expected by all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets approach your aircraft, immediately contact them on 121.5 MHz (if equipped) and pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts as they may be readily identified.

Example ▲ POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

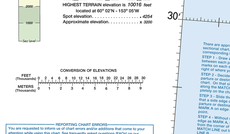
CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: SKOD
NSN 7641014100103
MAP REF. NO. SECXXKODIAK
DIT. DATE 26078

Lambert Conformal Conic Projection Standard Parallels 57° 20' and 62° 40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)



Entire area of this chart is within Coordinated Universal Time: + 9 (nt UTC) = UTC

CONTOUR INTERVAL 1000 feet
Intermediate contours 500 feet
Auxiliary contours 250 feet
HIGHEST TERRAIN elevation is 10016 feet located at 60° 02'N - 153° 05'W
Spot elevation . . . . . ● 4254
Approximate elevation . . . . . ● 5000

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	2,000	4,000	6,000	8,000	10,000	12,000	14,000	16,000	18,000	20,000	22,000	24,000	26,000	28,000	30,000	32,000	34,000	36,000	38,000	40,000	42,000	44,000	46,000	48,000	50,000
METERS (Thousands)	0	1	2	3	4	5	6	7	8	9																

CAUTION: This chart is primarily designed for VFR navigational purposes and does not portray, but the presence of aft. power transmission and associated construction may, wires or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only those VR routes operating above 1500 feet AGL are charted. The more designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South Americe for current routes.

Class G Airspace within the United States east of 160° W extends up to 14,500 feet MSL. At and above this altitude all airspace is Class E. Class G airspace may exist below airspace less than 1200 feet above the terrain and certain special use airspace areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CONTROL TOWER FREQUENCIES ON KODIAK SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

CT - Control Tower
ATIS - Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are not part of VHF CAP. frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.
"H24" - Continuous other hours
"HON-FRI" indicates Monday through Friday.
"SAT-SUN" indicates other hours.

CONTROL TOWER	OPERATES	TOWER	GND_CON	ATIS	ASR/PAR
KODIAK	1300-0500 Z++ (0300 - 1700 LOCAL)	118.3 (VFR)	121.9	135.5	
	0500-0300 Z++ (1700 - 0300 LOCAL)				
	0300-0500 Z++ (0300 - 0700 LOCAL)				

SPECIAL USE AIRSPACE ON KODIAK SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
H24 - Continuously (including "L" or "P" altitudes)
SS-SR - Sunset to sunrise
Consult Flight Service for information.

C Other times by NOTAM.
NOTAM's Use of this term is Restricted
Other times by NOTAM. Use of this term is not authorized.
Refer to Special Use Airspace in the Inset NOTAM section.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

MOA NAME	ALTITUDES*	TIME OF USE‡	CONTROLLING AGENCY	FREQUENCIES
			CONTROLLING AGENCY	
*HAZARD 1	8000 AGL	1200-1800 AKDT/M	ANCHORAGE CTR	118.2 363.8
HAZARD 2	8000 AGL	1200-1800 AKDT/M	ANCHORAGE CTR	118.2 363.8

*Altitudes are subject to change. Refer to NOTAMs for current altitudes. ‡Other times by NOTAM. All other altitudes indicated in brackets or are short.
†Other times contact ZAP ELMS or FAA FSS, see ELMS in Supplement.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads. Chuck NOTAMs and see AIM for details.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS - SPECIAL FEDERAL AVIATION REGULATIONS (SFAR) NO. 50-2 AS AMENDED

CAUTION: Before routing flight plans over land or on the shore areas, the local bylaws of lands administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS) pilots should check with the respective agencies. Pilots are warned that U.S. Fish and Wildlife Service regulations prohibit the operation of aircraft within the boundaries of the lands administered by the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas. Contact information for any portions of these areas contained on this Sectional Chart can be found in the chart margin. Pilots are requested to obtain the latest information from the agencies prior to flight.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, or USFS Wilderness areas. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules Flight Near Noise-Sensitive Areas," recommends 2,000 feet above the highest terrain within 2,000 feet laterally of the route of flight, or the equivalent for a canyon or valley.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1; 50 CFR Part 18). Harass is defined to mean annoy, herd, molest, rally, concentrate, track, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Alaska Peninsula/Becharof NWR - King Salmon, AK - (907) 246-3339
Kenai NWR - Soldotna, AK - (907) 262-7021
Kodiak NWR - Kodiak, AK - (907) 487-2600
Tetlin NWR - Tok, AK - (907) 883-5312 or 5363
Yukon Delta NWR - Bethel, AK - (907) 543-3151
Arctic NWR - Fairbanks, AK - (907) 456-0329 or 0250
Arctic/Arctic Wilderness/Arctic Wilderness/Arctic Wilderness
Chugach National Forest - (907) 271-2500 or (907) 271-2518 / (907) 644-3626 (Chief Ranger)
Kenai Fjords National Park - (907) 224-7500

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

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Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

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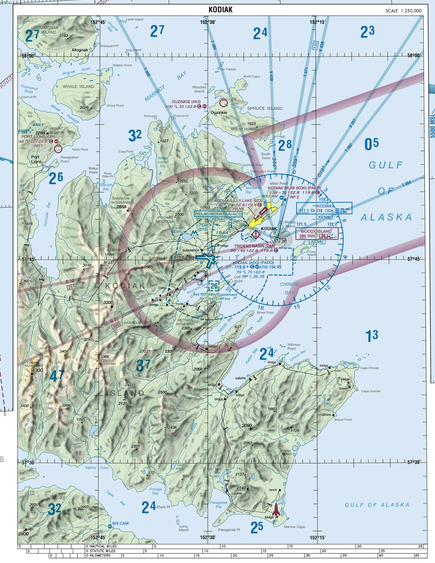

KODIAK

KODIAK SECTIONAL
SECTIONAL AERONAUTICAL CHART SCALE 1:500,000
Federal Aviation Administration
EFFECTIVE 0901Z 19 MAR 2026
TO 0901Z 14 MAY 2026
Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at: http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/